

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,295. 號伍拾玖百叁千壹萬第 B陸十式月十年六十二緒光 HONGKONG, THURSDAY, FEBRUARY 14th, 1901. 肆拜禮 號肆十月式年壹零九千壹萬第 價銀 \$2 PER MONTH

## HIGH CLASS PORT WINES

A SPECIALITY.  
**A. S. WATSON & CO.,**  
LIMITED,  
WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841. [a1632]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central  
47

**JOHN WALKER & SONS'**  
FAMOUS  
**KILMARNOCK WHISKY.**  
This World-renowned  
FINE OLD HIGHLAND WHISKIES are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
**SIEMSEN & CO.**  
Hongkong, 26th July, 1897. [a49]

**CUTLER, PALMER  
& CO.'S**  
PRICE \$10.75 PER DOZEN  
NET  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [a48]

## HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

**TIME TABLE.**  
WEEK DAYS.  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes.  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
11.30 a.m. to 3.00 p.m. Every quarter of an hour  
3.30 p.m. to 5.30 p.m. Every ten minutes  
5.30 p.m. to 7.30 p.m. Every quarter of an hour  
7.30 p.m. to 8.00 p.m. Every fifteen minutes  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
Extra Night cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m. Every half hour  
10.30 a.m. to 11.00 a.m. Every ten minutes  
Noon to 2 p.m. Every quarter of an hour  
2.45 p.m. to 8 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 2nd February, 1901. [a2550]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES, and  
we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
**MCKIRDY & CO.**  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [a2509]

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$5.00 per Cask of 375 lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.**  
General Managers.  
Hongkong, 2nd July, 1900. [a3102]

**WILLIAM MACLEOD, D.D.S.,**  
DENTIST,  
BEACONSFIELD ARCADE,  
(Opposite Hongkong & Shanghai Bank.)  
Hongkong, 10th November, 1900. [a76]

**RUINART PEE & PILS, REIMS**  
Established 1719.  
**CHAMPAGNE GROWERS AND  
SHIPPERS.**  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
**LAURE WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May, 1898. [a151]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:-

**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**  
\$22.50 PER DOZ.  
Distinguished by 4 Stars on the label.  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.  
\$20 PER DOZ.  
**DOURO PORT,**  
\$14.25 PER DOZ.  
A fine, full, and fruity wine.

**THE ELITE OF WHISKY:-**  
**THE "PALL MALL,"**  
\$20 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
**C. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY,**  
\$10.75 PER DOZ.  
Very soft, palatable, and mature.  
**BENEDICTINE LIQUEUR-**  
D.O.M.,  
\$39.75 PER DOZ.  
A natural and most pleasant wine to the taste.

AGENTS—**SIEMSEN & CO., HONGKONG.** [a47]

**AQUARIUS.**  
PURE, TREBLE-DISTILLED TABLE WATER.  
PER 1 DOZEN QUARTS ..... \$2.50  
PER 1 DOZEN PINTS ..... \$1.75  
Empties are allowed for at the following rates when returned:-  
QUARTS ..... \$1.00 PER DOZEN  
PINTS ..... \$0.75 PER DOZEN.  
SOLE AGENTS—  
**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 11th February, 1901. [a40]

**WINTER SEASON.**  
WOOLLEN UNDERWEAR, KID AND KNITTED WOOL GLOVES, WHITE and  
COLOURED SWEATERS, and KNICKER HOSE.  
**COTTAM & CO.,**  
UNDER HONGKONG HOTEL.  
[a41]

**SCHLITZ WORLD FAMED  
BEER**  
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
**TONIC AND REFRESHING.**  
SOLE AGENTS—  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS.  
HONGKONG. [a43]

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & CO.,**  
17A, QUEEN'S ROAD, HONGKONG. [a44]

**THE VICTORIA DISPENSARY**  
HONGKONG.  
**AERATED WATERS.**  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [a39]

**RACING SEASON.**  
SADDLES (FROM 12 OUNCES UPWARDS).  
WHIPS, SPURS.  
GIRTHS, SURCINGLES.  
NUMNAHS.  
WEIGHT CLOTHES, STIRRUP WEBS AND LEATHERS.  
HORSE CLOTHING.  
TIES FOR BOWS OR KNOTS.  
**LANE, CRAWFORD & CO.** [a38]

## KELLY & WALSH, LD.

**NEW AND RECENT BOOKS.**  
THE RATTLE, Vol. 2 Part 2. \$1.00  
The Siege in Peking, China Against the  
World. By an Eye Witness—W. A.  
P. Martin, D.D. 225  
The Complete Bachelor, by Oliver Onions  
The Imperial and Colonial Magazine and  
Review, Parts 1 and 2, each 70  
Mr. Dooley's Philosophy 225  
CHINA OF TO-DAY, the YELLOW  
PERIL. An Album of Photo-  
graphs illustrating the present Crisis  
in China 300  
The Far East, Its History and Its Quo-  
tions, by Alexis Krause 1000  
The ENGLISHMAN in CHINA. In  
the Victorian Era, as illustrated  
in the Life of SIR RUTHER-  
FORD ALCOCK, by ALEXAN-  
DER MICHIE, 2 vols. 2000  
The British Dog Abroad, His Points,  
Management, Diseases, &c., by  
M. A. W. 225  
Aahgill, or the Life and Times of John  
Osborne, by J. B. Radcliffe ("Saxon") 1800  
Waterworks Distribution, a Practical  
Guide to the Laying out of Systems  
of Distributing Mains, by J. A. Mc-  
Pherson, A.M.I.C.E. 350

**BORDEAUX BREAKFAST-CLARET.**  
ST. GEORGES ..... 1 Doz. 2 Doz.  
GRU WYNBROOK ..... QUARTS. PINTS.  
ST. ESTEPHE ..... 3.75 —  
ST. EMILION ..... 4.50 5.50  
MEDOC ..... 4.50 5.50  
ST. JULIEN-MEDOC ..... 5.50 6.50  
CHATEAU MARGAUX ..... 6.00 7.00  
Apply to—  
**G. GIRAUT,**  
6, QUEEN'S ROAD CENTRAL.

**CLUB  
WHISKY**  
\$12 PER DOZ.  
**H. PRICE & CO.,**  
12, QUEEN'S ROAD.  
[a42]

## W. BREWER & CO.

**NOW READY.**  
Chronicle and Directory, 1901, for } \$4.50  
China, Japan, Straits, &c. .... } & 8.50  
**NEW BOOKS AND NEW EDITIONS.**  
True Course and Distance Tables.—China,  
Japan and Java Seas, by Vaughan \$2.00  
The Bangkok Bar Perpetual Tide Table,  
by Morris 2.00  
Hassell's Annual 2.25  
Figaro Illustrate (English Edition) 2.25  
Whittaker's Almanack 70 cents and  
The British Encyclopedia 1.75  
Comedy of Honor, by Nora Yvonne 70  
In the Palace of the King, by Marion  
Crawford 1.50  
Sons of the Morning, by Eden Philpotts 1.50  
Crabbs Synonyms 2.25  
In Pinnfold Land (Juvenile) 70

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.  
**SIEMSEN & CO.**  
SOLE AGENTS.  
**NOTICES OF FIRMS**  
**WING CHEONG.**  
Dealers in  
JEWELRY, PEARLS, DIAMONDS,  
CURIOUS, JADESTONEWARE, CARVED  
IVORYWARE, SILKS, and GRASS  
CLOTHS.  
AND  
GENERAL EXPORTERS.  
We beg to inform the Ladies and Gentlemen  
of this Colony that we commenced Business on  
the 11th April, 1900, and we solicit their kind  
patronage.  
Nos. 1 & 3, D'AGUILAR STREET.  
Behind Hongkong Dispensary.  
Hongkong, 5th April, 1900. [1]

**BAILEY & MURPHY.**  
CONSULTING ENGINEERS AND  
SURVEYORS.  
60 & 62, DES VEXES ROAD.  
Telephone No. 187. Telegrams "Contract."  
W. S. BAILEY, M.I. MECH. E.  
E. O. MURPHY, W.R. SC. A.M.I. MECH. E.  
Hongkong, 4th January, 1901. [13]

**WO FAT & CO.**  
SHIP CHANDLERS, SAIL MAKERS,  
GENERAL STOREKEEPERS.  
No. 11, LEE YEE STREET, EAST.  
Hongkong, 25th July, 1900. [207]

**PORTLAND CEMENT**  
**J. B. WHITE & BROS**  
SOLE AGENTS FOR CHINA.  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [3144]

## INSURANCE.

**STANDARD LIFE ASSURANCE CO.**  
POLICIES UNCHALLENGEABLE.  
Policies are unchallengeable after two years  
duration, on any ground connected with the  
original documents, if age has been proved.  
Forms of Proposal and all particulars may be  
obtained from  
**DODWELL & CO. LIMITED,**  
Agents.  
Hongkong, 9th November, 1899. [2-1873]

## HOTELS.

**HONGKONG HOTEL**  
A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from  
Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by  
Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor  
CHARGES MODERATE. [50]

## THE PEAK HOTEL.

City Office: 7, Duddell Street. [93]  
**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, THE PEAK,** near the  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [53]

## THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.  
A  
**FIRST-CLASS PRIVATE HOTEL.**  
Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMI-  
LIES by the DAY or MONTH. [51]

## THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 46 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate.  
**A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1899. [52]

## KOWLOON HOTEL.

THIS HOTEL is situated in a quiet  
locality, away from the "din and distur-  
bance of the City, and surrounded by a deli-  
cious garden, it is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE,** J. H. DOWNS,  
Proprietor. Manager.  
Hongkong, 8th September, 1900. [2096]

## HING KEE HOTEL.

(ESTABLISHED 1873)  
**MACAO.**  
THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre of  
PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE,** Proprietor.  
Telegraphic address "HINGKEE" - 1919

## PIANOFORTE LESSONS.

**MRS M. MARQUES DA SILVA** begs  
to notify that she undertakes to give  
LESSONS in PIANOFORTE to Ladies and  
Children. Terms very moderate.  
Enquiries by letter, care of Office of this  
Paper.  
Hongkong, 15th January, 1901. [219]



## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Doz.
ST. ESTEPHE	\$ 6.96	7.56
ST. JULIEN	9.00	9.60
LA ROSE	12.00	13.92
CHATEAU HAUT BRION	18.50	19.20
LARRIVET	21.00	22.20
CHATEAU MOUTON D'AR-	25.00	—
MAILHACQ	—	—
CHATEAU PONTET CANET	25.00	—
CHATEAU LA TOUR CAR-	—	—
NET	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest price of exceptional value and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Smaller quantities and Sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.  
LIMITED.

## BIRTHS.

At St. James, Singapore, on the 2nd February, the wife of CHARLES MCKAY, of a daughter.

At Taughin, on the 1st February, the wife of Capt. R. K. MYERS, J. M. S., of a daughter.

## DEATH.

At the General Hospital, Madras, of typhoid fever, on the 2nd February, NORMAN GASTEL PERRANA, Straits Student Assistant Surgeon, fourth son of J. C. PERRANA, aged 21 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CH.  
HONGKONG OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th February, 1901

A few years ago a strong movement was made in connection with London University to have the system in vogue altered fundamentally by converting the merely examining body, without any coherence, into a regular teaching University, where students would have the immeasurable advantage of being able to enter into personal and friendly rivalry with their competitors. Although on the face of it the proposed change had almost everything to recommend it, it met with strong and lasting opposition, and it was only by the most persistent efforts on the part of its friends, amongst whom one of the most prominent was the late Member for the University, now Lord ABERDEEN, that the Bill for the change was carried, so that London will in a short period have not only an examining board, but a real teaching University. It is curious to find exactly the same train of argument which led to the erection of a school for learning, instead of the barren examining board in London, made use of by a Chinese writer in the *Tung-wen Hu-pao* in connection with the decision of the Powers that examinations shall cease for a term of years in those provinces where the graduates distinguished themselves by their misconduct. Here, he says, is the nation's opportunity. Let the authorities use it to abolish everywhere the old worn-out methods, and establish instead government schools, which shall teach the student something better than the mere poring over old books, without the practical education which personal emulation can alone supply. Not all the neatly turned phrases of the most elaborate eight-legged essays can give any hint, the writers add, as to the proper way of conducting international relationships. The foreigners, he tells us, have in this stipulation sought to blot out one of China's most cherished institutions, but by so doing they have really opened the door for a wholesome reform. Let but the new government take the lesson to heart, and, instead of the isolating and

barren examinations which have tended more than anything else to lower the entire system of administration, quicken the whole of the public service by the introduction of personal emulation, and the imparting of practical in lieu of mere theoretical or moral instruction. Such a proceeding would be literally paying the "foreigner" off in his own coin; and would far more than any device which he has suggested, result in the regeneration of the state from its present seemingly helpless condition of dependence.

A CORRESPONDENT who wrote to this paper a few days ago over the signature of "Outsider," protesting against certain statements which we quoted as to the conduct of the Boers in prolonging the war in South Africa, takes exception to a comment which we made as to the sympathy expressed for the Boers on the Continent of Europe being partly inspired by dislike of England. "You are mistaken," he wrote. "Did there exist any 'Anglophobia, before the outbreak of the war, in Holland, Germany, Russia, or other countries? No, certainly not, and even now, you would not find there any 'hate against the English, as Englishmen, but only a general disapproval of the 'policy followed in England by a certain 'party now at the helm.' With regard to our correspondent's question, we should answer most emphatically 'Yes.' Though the dislike of England abroad has long been a commonplace, both in England and abroad, it can hardly now be denied the name of a truth. It does not date from the time of Mr. CHAMBERLAIN'S ascendancy in the Imperial councils. Most dispassionate foreign observers, not at all biased personally against England, have borne witness to the sentiment time after time. We do not mean to say that it is an universal feeling, but only that in the leading countries of Europe there is a strong section hostile to the British, and it is they who have come to the front in the denunciations of the South African War. The phenomenon is common. We have our own Gallophobes, our Russophobes, and so on. The Gallophobes took advantage of the Dreyfus case to make themselves ridiculous. All power creates dislike in some quarter or other. We must continue to hold the opinion that the excessive violence displayed by so many continental critics over the extinction of the South African Republic is due to their previous hatred of Great Britain, not to a sudden love of the Boers.

The German gunboat *Janagar* arrived yesterday morning from Shanghai.

One fresh case of plague occurred in the Colony during the 24 hours ending at noon yesterday. The sufferer, a Chinese, succumbed.

The meeting of the Legislative Council which was to have taken place at 3 p.m. yesterday has been postponed until the same time to-day.

By a proclamation given at Government House on the 11th inst. the ports of Formosa are proclaimed "ports or places at which infectious or contagious diseases prevail."

The following telegram from the Government of Burma is published for general information:—"Plague restrictions at Burma ports removed against arrivals from Hongkong."

An outbreak of fire occurred yesterday afternoon at about one o'clock in premises situated at 7, Kwai Wai Lane, when two houses and part of a third were destroyed. Captain Superintendent May directed the operations of the Fire Brigade.

Among the departures by the *Empress of India* yesterday will have been noticed the names of Rev. R. F. Cobbold, M.A., who has gone home on leave, and Mr. J. H. Aitken, who has been an assistant store-officer at H. M. Naval Yard here for well over three years.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Li Ping ... .. \$25  
A Patient ... .. 2

H.M.S. *Terrible* will leave dock to-day having had her keel scraped. The four months stay of the vessel at Durban made her very dirty underneath, and as she is probably leaving for home next month no doubt she will go through another steam trial en route, just to show what the *Terrible* can do in the way of speed.

Subscribers to the "Mail Tables" published by this office, will please note that certain dates applied by the Post Office have been amended, which will necessitate the tables being reprinted. As the dates of the French tables have not been officially received, and expected by the incoming mail, the publication of the revised tables will be delayed to include these. New copies will be sent to all subscribers when ready.

The matched now in course of erection on the new Parade Ground, which, our evening contemporary thinks, contradicts our statement as to the expeditionary force returning to India, is, as a matter of fact, a precautionary measure taken to preserve the perishable stock at present exposed to the elements. It will be remembered that during the late disastrous typhoon the loss to the commissariat stock reached something like \$20,000.

Colonel W. T. Shone, C.B., D.S.O., Commanding R.E. China Expeditionary Force, has been appointed Director General Military Works, vice General Turner, deceased.

Estimates, amounting to three-quarters of a lakh of rupees, have been sanctioned for the construction of a Lyddite shell-filling institution at Kirkee, India. The work is to commence immediately, states that a late Simla despatch.

A Times telegram from Wellington states that the Hon. Richard Seddon, the new Zealand Premier, is consulting his colleagues with a view to urging the Imperial Government to prevent forced native labour and importation of Asiatic and foreign contract labour into the African Colonies.

Dr. Halkin, a savant of Liège, is to visit Siam on a tour of geographical and ethnographical exploration on behalf of the Belgian Government. He arrived at Singapore from Penang on the 4th inst. After visiting Siam he proceeds to Japan, North China, and travels through Siberia from Vladivostok to Moscow and St. Petersburg.

Mr. G. M. Schilling, who is on a walking tour round the earth, was in Rangoon on the 1st inst. He is in first-rate condition just now, says the *Rangoon Gazette*, and starts on an early date to walk to Mandalay. On this journey he will probably follow the railway and do the tramp at the rate of 35 to 40 miles a day. He then proceeds to Bhamo, and across Yunnan, intending to reach Canton via Mengtze.

The Japanese Consul at Antwerp reports that coal in Europe has risen 70 or 80 per cent. during the past 12 months, that American coal is coming in, and that there is much distress among the lower orders on account of fuel. American supplies are checked by the fact that the coal-carrying ships cannot obtain remunerable return-freights. It is probable, therefore, that there may be an opening for coal from the East.

Burma papers record the death of Mr. John Owen Hughes, solicitor, Moulmein, where he has resided ever since he left the service of the Great Trigonometrical Survey of India about twenty years ago. He was in the same survey party under Messrs. Rossenrode and Beverly, as Mr. James McCarthy, now Chief of the Siam Surveys. Mr. Hughes for many years was a hard-working volunteer, and a fine shot, and he had become Major Commanding the M. V. R. before his retirement some five or six years ago.

The *Burma Gazette* publishes, for information and criticism, draft of a proposed order authorizing the construction of an electric tramway in Mandalay, comprising a double track from the Zegyo along 84th Street to the Arakan Pagoda; a double track from the railway station via B Road to the steamer ghat; such other extensions as the company may make, with the consent of the Municipal Committee. The rent agreed upon is: (a) for the first six miles for the first five years five hundred rupees per mile; for the second five years seven hundred and fifty rupees per mile, and after that as the Committee may decide, up to a maximum of one thousand rupees per mile; (b) for any additional mile up to twelve miles, rupees five hundred per mile; for any extension after twelve miles rupees two hundred per mile.

From further information received in Hongkong regarding the loss of a steamer off Reunion, it transpires that the doomed vessel is the *Kaitari*, belonging to the Bombay Persian Steam Navigation Company, and not the British India Steamer *Auraria*, as previously reported. The *Kaitari* was built in 1885 by L. Thompson and Sons, of Sunderland. She was 300 feet in length, 40 feet in breadth, and had a depth of 25 feet, and was registered 1,000 A.1 at Lloyd's. She last left Bombay in June and was on her way to Mauritius to load a cargo of sugar for Bombay. She was under the command of Captain A. C. Clark, who is described as a shrewd and efficient master. In addition she carried the following officers:—Mr. N. F. Ferries, age 42, of Manchester, chief officer; Mr. A. Dowie, aged 50, of Glasgow, second officer; Mr. R. J. B. Cooper, aged 45, of Nottingham, third officer; Mr. A. S. Kidd, aged 24, of Tynemouth, chief engineer; Mr. William Roberts, aged 57, Poplar, London, second engineer; Mr. G. F. Smith, aged 42, of London, third engineer; Mr. T. Vernon, aged 22, of London, fourth engineer; crew, 67 natives.

The Japanese House of Representatives had a motion before it on the 26th ult. to consider a resolution offering the condolences of the House in connection with the death of Queen Victoria. Dr. Hatoyama, who brought it forward, asked for the suspension of the standing orders, and said that the relations between Japan and England under Her Majesty's sway had been of the most intimate character, as was instanced by the fact that the Queen interferred to prevent the passing of the Canadian Bill for excluding Japanese labourers; and by the fact that England had taken the lead in revising the treaties. Many other instances might be adduced of the constantly growing friendship between Great Britain and Japan, and it seemed eminently fitting that the House should record its condolences. Mr. Hoshi Toru wished to know whether there was any precedent for the proposed step, and whether the English Court had gone into mourning when the Dowager Empress of Japan died. Dr. Hatoyama replied that there was no precedent in the records of the House, and the English Court had not, he believed, gone into mourning when the Empress Dowager of Japan died. Mr. Hoshi Toru suggested the advisability of withdrawing the motion, but on the suggestion of another member, it was handed to a Special Committee.

Down to the 31st ult. inclusive, 318 cholera cases were reported at Singapore, with 284 deaths.

The Royal Artillery will send an Eight for the "Grand" to Henty next season. The military boat will practically be composed of old Blues, including W. Chapman, J. H. Gibson, R. A. Sanderson, and C. P. Bowley, the old Oxford stroke.

M. Doumer, Governor of French Indo-China, was a passenger by the last French mail passing through Singapore from China last week. M. Doumer is going to France in connection with the raising of a large sum of money for the development of railways in Indo-China.

H.M.S. *Highflyer*, the East Indian flag-ship's cruise in the Persian Gulf has been indefinitely postponed. This is due to a serious outbreak of influenza on board, from which upwards of sixty men and two officers are at present suffering. Communication with the flag-ship, by other men-of-war in Bombay harbour, was suspended when the last mail left.

The *Penang Gazette* complains of the "perilousness of the Colonial Government in filling their non-adept appointments with officials in the service of foreign States"—i.e. from the Federated Malay States—and asks: Have not the Straits Settlements engineers and lawyers of their own capable and efficient enough for the acting appointments of colonial engineer and attorney general?

Some difficulties are reported from Penang owing to the fact that the popular Hindu religious festival of Thaipusam fell on the 3rd and 4th inst., the holiday being on Monday, the 4th. Owing to the Memorial Service to the late Queen being on the 2nd and the period being one of mourning, the Government did not favour a procession, with music, etc., as customary from long antiquity on this festival.

The special remainder in the case of the Roberts earldom, will, it is stated, direct that, in default of heirs male, the title will descend to the elder of his daughters and her heirs male, and, failing them, to the younger and hers. Special remainders seem not uncommon in connection with Services Peerages. The Wolsey viscountcy is entailed upon Lord Wolsey's only daughter, Frances, and her male issue.

A Reuter's special telegram to the Indian papers, dated London, 25th January, says: The Russian Admiral Alexioff has protested against the despatch of the British gunboat *Plover* to dislodge pirates from Elliott and Blondo Islands. Admiral Seymour has refused to admit Admiral Alexioff's contention that these islands, which are eastward of the Liaotung Peninsula, are Russian territory and refers the question home.

The Singapore public has been notified that the occurrence of a case of bubonic plague in Singapore on the 31st ult. has rendered it necessary to put in force some of the provisions of the Venice Convention. Passengers will for the present be examined at the Government Quarters just completed at Teluk Ayer until a special shed being erected for the purpose near the foot of Mount Wallich is completed. No further case of plague occurred up to the 4th inst.

The *Upper Burma Gazette* says:—A person who has lately come from the Ruby Mines district informs us that, while he was at the Twinge village, Thabeikyin township, he witnessed the funeral of a Burman, a monk, who must have been pretty well the oldest person in the world. The deceased was the father of Hein Nga Maung, a government pensioner and *taikhuay* living in that village, who says that his father was 130 years old when he died (about two weeks ago) and that he lived in the Twinge village when Bodaw, the fourth son of Alaungpaya, was King (Bodawpaya came to the throne in 1776 and died in 1819). Hein Nga Maung, who is well known in the Ruby Mines district, is himself a very old man, being three years over fourscore.

A correspondent who signs himself "Loyalist" writes to the *Rangoon Gazette* about the proclamation ceremony which took place in front of the Town Hall on January 26th. He was surprised at the function for "a great opportunity had been missed, and the ceremony had not been performed in a style and manner worthy of the occasion. Very much more, we thought and said, might have been made of such an historical event. We should like to have heard, even for the curiosity of the thing, the proclamation read in Burmese, Hindustani, and Chinese. Doubtless all these arrangements would have cost a few more rupees for messengers, and we know how carefully rupees have to be guarded (for some things), and would have entailed a little more work and trouble on poorly-paid officials, and would have detained our local rulers a few minutes longer at the function from which they seemed to be in such a hurry to escape. Three cheers more from the civilians might have been out of order, but would have added to the effectiveness of the ceremony. Nor would the addition of a Burmese band to play *Eyes down* or other national airs, have been very much out of place. At any rate all these would have given zest and reality to a historical and unique event, which will now only live in the memory of those who witnessed it as the baldest and most perfunctory State performance ever enacted in the capital of Burma."

## LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Kasuga Maru* (Anzai Line) left Kobe via Moji and Nagasaki for this port on the 12th inst., and is expected to arrive here on the 19th inst.

The C. P. B. steamer *Torlor*, from Hongkong, arrived at Vancouver, at 12.30 a.m., on Saturday, the 9th inst.

The C. N. steamer *Chinghai* left Port Darwin for Manila and Hongkong on the 7th inst., and is due here on the 19th inst.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## GENERAL NEWS.

London, 13th February, 8.25 p.m.

## THE OPENING OF PARLIAMENT.

The King opens Parliament on Thursday. The Queen and many members of the Royal Family will be present.

## DEATH OF KING MILAN.

Milan, formerly King of Serbia, is dead.

## REUTER'S SERVICE.

London, 11th February.

## THE DUKE OF YORK.

The Duke of York is better and has returned to London.

## THE SOUTH AFRICAN WAR.

Reuter's correspondent at East London wires that 2,500 Boers under De Wet retiring before Col. Piloher encountered and outfought 700 Colonials at Tabaekberg on the 30th January. The Colonials lost heavily and abandoned a pom-pom, but succeeded in re-joining General Knox. This affair, hitherto not mentioned, helps to explain De Wet breaking through to the south. Later news states that the Boers retiring before Col. Piloher decamped the Colonials into an ambush in the Tabaekberg hills midway between Bloemfontein and Small-deel. The pom-pom jammed.

## FRANCE AND CHINESE LOOT.

The loot taken by the French from China will be returned to the Chinese Government.

## SUPREME COURT.

Wednesday, 13th February.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

**COLLINS V. GIBSON.**  
In this case the plaintiff was Robert Aloysius Collins, of 11, D'Aquila Street, cycle-dealer, and the defendant Emerson Fitzgerald Gibson. The plaintiff's claim was for \$2,000, damages for the breach by the defendant of his agreement with the plaintiff dated 2nd June, 1895, whereby the defendant agreed (inter alia) that he would not at any time hereafter either by himself or in connection with any other person or persons carry on the business of cycle-repairer, dealer, or manufacturer in Hongkong, Macao, or Canton so long as the plaintiff or his partner or partners, or his or their executors, administrators, or assigns should carry on such business in Hongkong. The plaintiff also claimed an injunction to restrain the defendant from further committing a breach of the said agreement by continuing to carry on such business in the Colony of Hongkong.

Mr. J. J. Francis, K.C. (instructed by Messrs. Wilkinson & Gries) appeared for the plaintiff and Mr. E. Robinson (instructed by Messrs. Denny & Bowley) for the defendant.  
His Lordship—Understand that the hearing of the motion shall be treated as the trial of the case.  
Mr. Francis—That is so.  
Mr. Robinson said he wished to make one remark. He had noticed the previous day to produce some letter or other referring to transactions alleged to have taken place in Macao. He thought that in that suit an undertaking to treat the motion as the trial of the action and without pleadings meant that the affidavits mentioned in the affidavits and so on were to be the subject matter of the trial, and that transactions of which they had had no notice by affidavits and concerning which they might have filed pleadings were not to be introduced.  
Some discussion took place on this point, Mr. Francis demurring to Mr. Robinson's contention. Ultimately it was decided to adjourn the case so that pleadings might be filed.

## POLICE COURT.

Wednesday, 13th February.

## BEFORE MR. HAZELAND.

**EMBELLISHMENT IN NETHERLANDS-INDIA.**  
Przylyinski, the man who was arrested by Inspector Kemp, Water Police, on board the s.s. *Tetartus* on her arrival in the Harbour on the 15th ult., on a warrant charging him with embellishment within the jurisdiction of Netherlands-India, was again brought up and further remanded. The accused man, it will be remembered from the facts published at the time of his arrest, was a non-commissioned officer in command of the district of Banjowangi, Java, and he is alleged to have misappropriated the funds of that district. He stood away on the *Tetartus*, and had no luggage.

**ALLEGED THEFT OF DOCK COMPANY PROPERTY.**  
The master of a lighter pleaded not guilty to stealing a tin of pineapples belonging to the Hongkong and Whampoa Dock Company on the 12th inst.

J. W. Hammond, overseer of launches and lighters, gave evidence as to the finding of the tin of apples in the hold of the lighter.  
The defendant protested that he had not placed them there. Probably it had been done by one of the coolies or seamen.

He was discharged.

**DRUNK AND DISORDERLY.**  
John Fitzgibbon, a seaman on the U.S.S. *Brooklyn*, for behaving in a disorderly manner whilst drunk in Queen's Road Central on the 12th inst., was fined \$3 or 8 days' hard labour. He paid the fine.  
Richard Fabrice, a German, paid \$2 for being drunk and incapable on the 12th inst. in Queen's Road Central.  
J. Atkinson, the boatwain of a British ship, pleaded guilty to a similar charge, and was fined \$5 or 14 days. The fine was paid.

**THE JERSEY FIREARMS CASE.**—DECEASED.  
Mr. Haselard yesterday afternoon gave his decision in the case of Jensen & Co., 12, Des Voux Road Central, who were prosecuted by

Captain Superintendent May on Friday last on three separate charges under the Arms Ordinance. The finding was as follows:—"The defendant, the manager of Jensen & Co., was charged before me under the Arms and Ammunition Ordinance, 1900, for that he (a) unlawfully did not take out a license from the Captain Superintendent of Police to import arms; (b) did neglect to register at the office of the Captain Superintendent of Police the godown in which he stored arms and ammunition; and (c) did have arms in his possession without a license from the Captain Superintendent of Police. It was proved in evidence that these arms, the subject-matter of the charge, were landed and stored with the Hongkong and Whampoa Dock Company. The godown warrants issued by the company were put in. The witness read as follows:—"Received on storage from Messrs. Jensen & Co., on account of themselves and held to the order of themselves." For the defence it was contended that the arms were consigned to the order of Messrs. Schroder, Wilkens & Co., a firm at Shanghai, who were friends of Messrs. Jensen & Co. The bills of lading for the said arms were put in, and showed that the port of destination of the arms was Hongkong, and not Shanghai. There is no explanation given why, if the arms were consigned to Messrs. Schroder, Wilkens & Co., Shanghai, they should have been sent to Hongkong as the port of destination. I find that these arms which were landed at Hongkong were stored at the Godown Company to the order of Messrs. Jensen & Co., which brings them within the definition of the word "importer" in Sec. 3 of Ordinance 39 of 1900. As regards possession, it is clear that these arms were under the control of Messrs. Jensen & Co. I therefore convict the defendant. It was proved in evidence, and was not disputed, that the firm of Jensen & Co. had never had any dealings with and prior to the present case. A small penalty will therefore, in my opinion, meet the justice of the case. I fine the defendant the sum of \$15 on each of the three charges, such sentences to be consecutive. I direct the arms, the subject of this charge, to be forfeited to the Crown.  
His Worship intimated that he would give his decision to-day (Thursday) at noon in the case of U. Nervegha, merchant, 17, Queen's Road Central, who was charged on Saturday last with the unlawful possession of 65 cases of arms.

## BEFORE MR. KEMP.

## WATER-SNATCHING.

A chair-bearer and a vehicle driver were brought up on this charge. The first defendant was accused of stealing the watch, which is valued at \$15 and belongs to Robert McCarthy, manager of the Stag Hotel, Queen's Road, and the second defendant of receiving it. They pleaded not guilty.  
The complainant stated that at seven o'clock on the evening of the 12th inst., he had occasion to eject a European who was creating a disturbance in the bar. The man resisted, and in the struggle McCarthy's watch fell from his pocket to the street. The first defendant snatched it up and bolted, but was stopped by a blue-jacket. He transferred the watch to the second defendant, who took up the running, and covered a considerable distance before he was finally captured in Jervois Street.  
The defendants were sentenced to three weeks' hard labour each.

## ASSAULTING A CONSTABLE.

A hawk was charged with behaving in a disorderly manner and assaulting a Chinese constable on the 12th inst.  
The hawk deposed that between one and two hundred coolies were standing in the middle of the road near the cricket ground. They each carried a bamboo pole, and were causing an obstruction. He told them to move along, but they refused, and cries were raised of "Strike the constable." Compelled to draw his truncheon, and the defendant rushed at him and closed. The constable's tunic was torn in the struggle. Defendant was the only one who assaulted him.  
The accused, who made the ridiculous excuse that the constable himself tore the tunic and then arrested him, went to prison for 14 days.  
RICKSHA COOLIES REFUSE TO CARRY FIREARMS.  
This charge was preferred against two ricksha coolies by Lance-Sergeants McSwayed and Garrod.  
The evidence of the complainants revealed a state of affairs that certainly calls for vigorous handling. On the night of the 11th inst., as will be remembered, an outbreak of fire was reported. The two complainants, uniformed as firemen, were running along Queen's Road on the look-out for rickshas. The defendants, neither of whom was engaged, were coming towards them, but immediately they caught sight of the firemen's uniform, the rickshas were dropped and the coolies scolded into an entry. The firemen always have found it difficult to get a ricksha, the coolies preferring to wait on the off-chance for civilians, whom they can perhaps squeeze, to taking men who, besides only paying the legal fare, want to get along "chop-choy."

The defendants paid the fines of 85 each which his Worship imposed.

## HARMSTON'S CIRCUS.

The tug-of-war last evening was between H.M.S. *Centurion* (first term) and *Sigsbee Train* (Southern Division); and E.G.A. v. H.M.S. *Endymion* (first term). The soldiers in each case won the pull, after hard-fought tussles.  
There will be a meeting on Thursday evening, 27th February, between Com Sheehan, H.M. Naval Yard, the American, and Tom Armstrong, of H.M. Navy, for a purse of \$750. The winner will take \$500, and the loser \$250, and there is a side wager of \$500. The meeting is to take place at Harmston's Circus.

## THE HONGKONG RIFLE ASSOCIATION.

There was a large attendance of members at the Range on Saturday for the opening Competition for the Long Range Cup. A strong left wind at the 800 yards range proved somewhat disconcerting to the competitors. Instructor Walker R.M. registered the first win with the creditable score of 80.

Following are the best scores.

	700-800 Yards.	Total.
*Egt. Wake, R.M.L.I.	48 42	90
*Egt. J. Marshall	41 43	89
*Mr. J. Piggson	45 41	86
*Mr. H. Hesthouse	33 53	86
*Mr. A. Watson	44 37	81
*M.M. Sgt. Wallace, R.E.	43 37	80
Gunner Ford, R.W.F.	45 35	80
Mr. Fisher	37 45	82
Mr. Blasen	42 30	82
Mr. Cameron	45 31	81
Mr. E. Blais	41 39	80
Mr. H. Hesthouse	45 37	82

\*Winners of Spoons.



## ROYAL HONGKONG YACHT CLUB.

On Saturday, 9th inst., the race for the very handsome cup presented by the officers of the Royal Navy was sailed in a most disappointing weather. At the start there was a very light westerly air and the seventeen yachts drifted down to Channel Rocks close together, the first five round being *Iris*, *Dart*, *Meteor*, *Erica*, and *Boat*. These five had just enough wind to take them across to North Point, where the breeze was a little stronger, while the remainder were hopelessly drifting about round the Channel Rocks. *Iris* was first round, *Meteor*'s Buoy and stood across into Hung Hom Bay, while *Boat* working by Kelet's Island found much slack water and finished the first round a long way ahead. There was little to choose between the other four, and after rounding the mark *Meteor* gave up, as did all but the four leaders. The wind round worked round to the north-east and *Boat*, who had a tremendous lead as a matter of fact, but lost her lead on the beat back to Channel Rocks. All in turn thought themselves sure of the Cup, as the wind veered from one point to another, but as all came in within the space of 23 minutes, the *Dart* was an easy winner. The times of finishing were:—

	H.	M.	S.
<i>Iris</i> .....	6	11	23
<i>Boat</i> .....	6	11	30
<i>Dart</i> .....	6	12	12
<i>Meteor</i> .....	6	13	49

A cold morning, threatening rain made anything but a pleasant outlook for intending competitors for the prize presented by the Royal Artillery Officers, which took the shape of a beautiful Japanese bowl. It is a great pity that the mess for two such handsome prizes was held on Saturday and Sunday should have coincided with miserable weather, from both a sailing and a spectator's point of view. The course of Sunday was from the Police Pier round *Meteor*'s Buoy, Channel Rocks, Kowloon Rock, the South Buoy on the shoal in Hung Hom Bay, *Meteor*'s Buoy, Channel Rocks, Kowloon Rock, and back. A good start was made in a light northerly air, *Iris* and *Alannah* having the best of it, while *Boat* left in the rear of the second division was observed to be badly engaged in removing a large mass from in front of her keel. When this was gone she rapidly improved her position, but too late to take any serious part in the race. *Meteor*'s Buoy was rounded by *Alannah*, *Iris*, *Sybil*, *Erica*, *Maid Marian*, *Dart*, *Chanticleer*, *Doreen*, *Boat*, *Meteor*, in the order named. Almost a close haul to Channel Rocks found *Iris* and *Alannah* very close together and not far ahead of *Erica* and *Sybil*, with *Boat* fifth, *Maid Marian* sixth, and *Meteor* seventh. At this spot there was a flat calm for nearly ten minutes and all drifted aimlessly about, until the wind coming out of Kowloon Bay met the leading boats, and away went *Iris* and *Alannah* a long way ahead of *Erica* and *Sybil*. Kowloon Rock was rounded in a fresh breeze by *Alannah* first and *Iris* not far behind, but off the wind the *Iris* was the quicker, and rounded the Hung Hom Buoy, *Meteor*'s Buoy and Channel Rocks considerably ahead of *Alannah*. Shortly after the two leaders had rounded Channel Rocks another of those extraordinary calms occurred, for which that spot has an unenviable reputation. The *Iris* got the wind again first, but *Alannah*, when she did get it, got it with a bit more ease in it, and with a wonderful lift crossed the *Iris* before reaching Kowloon Rock. Meanwhile the remainder of the fleet were looking on in a flat calm, cursing their luck and wishing for a breeze to take them home. A very pretty ding-dong race between *Iris* and *Alannah* ended in the new boat getting her nose in front at the finish but not sufficiently to save her time, and as she bore down was within sight, Mr. Mack add another cup to his collection.

The official timing at the finish was:—

	H.	M.	S.	Time
<i>Alannah</i> .....	3	23	20	3 23 20
<i>Iris</i> (winner) .....	3	23	31	3 23 31
<i>Erica</i> .....	3	36	27	3 36 27
<i>Boat</i> .....	3	39	59	3 39 59
<i>Meteor</i> .....	3	41	00	3 41 00
<i>Doreen</i> .....	3	45	39	3 45 39
<i>Ladybird</i> .....	3	54	30	3 54 30
<i>Payne</i> .....	3	54	32	3 54 32
<i>Dart</i> .....	3	56	51	3 56 51
<i>Chanticleer</i> .....	3	56	51	3 56 51
<i>Maid Marian</i> .....	3	56	51	3 56 51
<i>Sybil</i> .....	3	56	51	3 56 51

## FOOTBALL.

**SHIELD COMPETITION.—REPLAYED 11**  
The 15th Company (Siege Train)  
R.G.A. and the 25th Company S.D. R.G.A. whose to last Friday in the second round for the Shield resulted in a drawn game of one goal each, replayed the yesterday afternoon on the ground of the Hongkong Football Club, when the following players lined up:—  
**Siege Train (Whites).—Goal:** Field backs:—Moorhouse and O'Brien; half backs:—Hartman, Nicol, and Suttie; forwards:—Gettings, Cleve, Phila, Riley, and Bond.  
**25th Company (Colours).—Goal:**—Hogben; backs:—P. Smith and Jackson; half backs:—Griffith, McMurray, and Kerr; forwards:—Mulvey, Leith, Perigo, Canavan, and Brown.  
The Siege Train won the toss, and Colours kicked off with a bright sun in their eye, a circumstance that proved them at a slight disadvantage. The ground was dry as a bone, but this told equally against both teams. From the centre kick Colours took the ball into Whites' Territory. Field was eager, too eager, in fact, and unnecessarily left his goal to tackle Canavan, the duty of the backs; and the throw-in that followed Field's knocking the ball out of play gave Colours an advantage at goal they otherwise would not have obtained. Field relieved a dangerous pressure, however, by judiciously centering the ball. Play in the first stages of the game was rather slack, but the players soon warmed to their work, and the spectators were treated to excellent football. The game in the first half was a tolerably even one, only a slight superiority accruing to Whites, whose forwards outclassed those of their opponents. The teams otherwise were about equal, although Moorhouse takes a lot of beating at right back. Phila and Riley, working well together, got a chance to shoot, but Hogben returned the ball in capital style. The teams crossed over without either having opened the scoring, and it almost looked as though the match would be again drawn. But the superiority of the Siege Train's attacking line, from the frequent visits paid to Hogben, soon began to tell. From a corner kicked by Gettings, the Siege Train, ten minutes after the re-start, defeated Hogben, and planted the ball safely into the net. With one to the bad, Colours put on the pace, Mulvey and Perigo repeatedly putting away, but always were forced to return disconsolate. Griffiths and the two backs played a capital game. Half a minute from time, Cleve, from a pass from the wing, sent in a long, swift ball that evaded Hogben, and marked the second goal. The game thus ended in a win for the Siege Train by 2 goals to nil.  
Sergeant Robertson, R.G.A., very satisfactorily discharged the duties of referee.

A Bagby match will be played at 4.15 to-day following will be the Club team:—  
Back—Russell; three-quarters—Chetwynd, Beattie, Noble, and Tregear; halves—Stevens and A. N. Oiler; forwards—Clark, Wilson, Sandford, Eversall, Von der Horst, Hallifax, and two others.  
Referee—A. F. Williamson.

## CHINA FIRE INSURANCE CO., LIMITED.

The following is the report for presentation to the shareholders at the thirty-second ordinary meeting, to be held at the company's offices on Thursday, the 7th March, at 3 p.m.:—  
The directors have now the pleasure to submit their annual report and statement of the company's accounts made up to 31st December, last.

1899.—The balance at credit of working account as per last report was	\$223,763.03
Add premium since received	1,039.15
Deduct claims paid in 1900	\$74,377.98
Deduct reserve premium, &c., &c.	7,011.43
	81,389.39
Balance of profit	\$143,412.79

It is proposed to apportion this sum as follows:—\$120,000 to shareholders as dividend for the year, at the rate of \$6 per share; \$650 as bonus to contributors of premium; and the balance, \$23,762.79, to the credit of extra reserve fund account, which will then stand at \$24,630.01, as shown in the annexed balance sheet.

1900.—The balance at credit of working account at the close of this year was \$217,196.45, which is somewhat smaller than the sum carried forward in the last report, but this is entirely due to the losses having been heavier for this period, the other items of the working account being quite satisfactory in comparison with the previous year.

Since the last general meeting the board have had to deplore the death of Mr. H. L. Doherty, who had been director of the Company since 1877. Mr. Robert Sheehan was invited to fill the vacancy thus caused.

Messrs. A. McConchie, A. G. Wood and E. Goetz resigned their seats on leaving the colony, and Messrs. H. W. Slade, C. S. Sharp and P. Whitcomb, were invited to fill their places. The above appointments will require the confirmation of shareholders.

Messrs. N. A. Siebs and D. M. Mosses retire by rotation, and offer themselves for re-election.

AUDITORS.

Messrs. J. H. Cox and W. Hutton Potts have audited the annexed accounts and offer themselves for re-election.

ADMIN. HAYET, Chairman.

**BALANCE SHEET.**  
31st December, 1900.

LIABILITIES.	
Capital account	\$400,000.00
Reserve fund	1,000,000.00
Extra reserve	24,630.01
Account payable	—
Dividend for 1899	\$120,000.00
Bonus for 1899 and sundries	4,777.44
Working account, 1900—	—
Balance at credit	\$217,196.45
	\$1,766,303.31

**ASSETS.**

Cash at bankers	\$11,059.39
Fixed deposits at banks:—	—
Hongkong & Shanghai Bank	150,000.00
Chartered Bank of India	70,000.00
Australia and China	—
Mercantile Bank of India	50,000.00
Limited	—
	270,000.00

**Investments:—**

Chinese Imperial Government	\$6,438.51
Hongkong and Kowloon	—
Wharf and Godown Co., Limited, debentures	103,152.50
Hongkong Club debentures	50,000.00
Hongkong Hotel Co., Ltd., debentures	50,000.00
Shanghai Land Investment Co., Limited, debentures	49,877.40
Shanghai and Hongkong Wharf Co., debentures	41,617.07
Shanghai Waterworks Co., Limited, debentures	8,478.22
	338,557.70

**Loans or mortgage:—**

On property in Hongkong	\$48,300.00
On property in Shanghai	68,522.46
On property in Amoy	20,000.00
	1,037,292.46

**Hongkong Fire Insurance Co., Limited:—**

Four shares	\$22.00
Premium account	800.00
Accounts receivable:—	—
Premium due from agencies, interest due on deposits and investments, etc.	48,972.36
	\$1,766,303.31

## WORKING ACCOUNT.

1st January to 31st December, 1900.

Dr.	
To charges account:—	—
Rent, salaries, legal and surveyors' fees, taxes, stamps, stationery, &c.	27,142.28
Directors' and auditors' fees	7,400.00
To commission account:—	—
Agents' commissions	19,947.12
To fire brigades' account:—	—
Contributions at agencies, &c.	308.61
To losses account, 1900:—	—
Claims paid after deduction of re-insurances	75,452.10
To amount written off:—	—
Furniture account	107.00
To balance	217,196.45
	\$347,553.63

## Cr.

By premium account:—	—
Premiums received after deduction of re-insurances	243,423.30
By interest account:—	—
Amount at credit, including interest due on deposits and investments, &c.	104,006.88
By transfer fee account:—	—
Amount at credit	129.45
	\$347,553.63

A COOK BOOK, containing 150 original recipes for all kinds of savouries, including Cookery and Sweets, is sent free to all who send their LEMCO Extract jar wrapper to Lister's Extract of Meat Co., Ltd., 9, Fenchurch Avenue, London.

## HONGKONG SUGAR.

## THE EXPORT TRADE TO JAPAN.

In the course of a very long and important report on the trade of Nagasaki for 1899 Mr. Consul Longford makes some valuable statements on the Hongkong sugar trade with Japan. The following extracts give the gist of his remarks:—

"The trade in sugar is of great importance to British interests as represented in the colony of Hongkong, forming as it does by far the largest item among all the imports to Japan from that colony and contributing about 85 per cent. to their total value."

## IMPORTANCE OF THE TRADE TO HONGKONG.

"Formerly the Japanese preferred and indeed used solely unrefined sugar, but their taste has gradually changed and the use of that of higher grade is now universal throughout the Empire. Its import has been a most valuable item in the trade with Hongkong, but its continuation is now very seriously threatened, and as the subject is one of important interest, to that colony it may not be amiss to refer to it at some length, not from the narrow point of view of the comparatively small imports into the ports comparatively within the insular district of Nagasaki, but from the wider one of the entire import into Japan. The compiler of the present report, when writing on the foreign trade of all Japan in the year 1894, referred to this import also at some length, pointing out that the establishment of sugar refineries in Japan was then in contemplation, that circumstances promised to be exceedingly favourable to their success, and that their result might easily be to cause the entire disappearance of Hongkong's trade with Japan in this staple, perhaps even to create a formidable competitor in the markets of China. Since then the competition that was threatened has become an actual fact."

## ELEMENTS IN FAVOUR OF HONGKONG REFINERIES.

"At Hongkong all raw material has to be imported, but its import is untaxed and freights on it are, owing to its closer vicinity to growing districts, cheaper than to Japan. Labour is much cheaper and management of large undertakings by Europeans is more economic and infinitely more efficient than by Japanese. These are the sole advantages possessed by Hongkong in this industry as compared with Japan. They will, while they continue—perhaps enable it to compete successfully with Japan in neutral markets; but as to Japan itself, the local refineries now enjoy a clear margin of 30 to 35 per cent on refined sugar of the first and of 40 to 45 per cent of the second or higher grade, and this is already quite sufficient to turn the scale in their favour for every point that they are able to produce."

## JAPANESE BUSINESS METHODS.

"In addition to the existing and prospective advantages enjoyed by the native refineries, methods of pushing their business have been adopted which are well calculated to bring their products into favour and notoriety among consumers. Most of the principal wholesale dealers, who form in themselves a close corporation virtually controlling the whole trade, are shareholders, and other things being at least equal it is therefore to their interest to push to the utmost the local production. With each purchase by them a gift of 100 tins of samples is made, each tin stamped with the particular refinery's trade-mark, and bearing a ticket denoting the grade of sugar contained in it and the date of supply, while in every tenth bag of sugar sold is a wooden ticket which on presentation at the office of the refinery entitles the holder to a prize. None of these or any similar expedients are adopted by the Hongkong refineries. No special inducements are offered by them to wholesale buyers, no attempt at all is made to enter into relations with consumers and no use made of advertising, which is now greatly increasing in Japan. The great refineries of Hongkong are content to rest on their reputation, on the almost unchallenged control of the market which their products have for more than a decade, every succeeding year apparently increasing that control and making every competitor feel that he is not a competitor, that is now not threatened but an actual factor, is of a much more formidable nature than any it has heretofore encountered, and either energetic measures must be taken to combat it or an entirely new line of action struck out."

## SUGGESTION FOR HONGKONG REFINERIES.

"The British-owned refineries in Hongkong are two in number, both of which have had careers heretofore marked by very great prosperity and have produced exceedingly remunerative enterprises. Their dividends have been consistently reached figures as high as 19 and 25 per cent, and seldom having fallen below 10 per cent. The export to Japan has been an important factor in their prosperity, and should its threatened loss become a reality, there can be no doubt it will be seriously felt. There is one way in which it may be counteracted, one which is certainly the very reverse of free from risk, but which on the other hand might not only prevent the loss of what has already been attained but secure a full share in the increasing market of the future. This is, the establishment of a refinery in a favourable locality in Japan."

The new treaties give the right to do so in any part of the Empire that appears suitable, restrictions that now exist in the acquisition of real estate, in perpetuity or for sufficiently long periods to justify the erection of expensive buildings and manufacturing plant seem likely to be removed by the legislation that the development of a more liberal spirit among the Japanese people is now promoting, and though much enterprise on the part of foreigners in Japan would have to encounter many difficulties from an organised opposition on the part of the native competitors already in the field, the fact that it would always be conducted on strictly legitimate lines—this might be counteracted to a large extent by a liberal admission of Japanese shareholders, and the superior economy and efficiency of European management should in themselves go a long way to atone for all other disadvantages. The experiment is a risky one, but the possible rewards may be sufficient to justify its contemplation, and it is far less speculative than many of the funds are yearly found in abundance in Eastern European settlements."

## A FALSE PRIEST IN BANGKOK.

An Indian, said to be demented, caused some sensation at a royal cremation in Bangkok on the 28th ult. The King was engaged at the ceremony with the grounds of Wat Phra Keo when one of the priests was seen to throw a book at him. His Majesty was not touched, but there seems no doubt that the book was aimed at him. The book is supposed to be a prayer-book of some kind, and the man is also said to have thrown a petition at the same time. The priest was sent for when it was found that he was an Indian, who had shaved his head and put on the yellow robe. Possibly he dropped this singular measure in order to present a petition to the King, but the only natural explanation is that he is somewhat insane. He was given into the custody of the police and taken to the Bangkok police station. The yellow robe is, of course, the dress of the Buddhist monks, but nothing can be made of what was the Indian's intentions, as he refused to give any explanation. He is said to be a British subject, but nothing had been heard of the case at the British Consulate this afternoon.

## REVIEWS.

## The Day of Wrath. By JOHN BUCHAN. London, George Bell &amp; Sons.

This recent addition to Messrs. Bell's excellent Indian and Colonial Library will find, if it gets its deserts, a wide public, for it is an admirably written work, with plenty of interest, a varied character. Opening in Scotland, the story passes through London and Paris to the still mysterious country north of India, where the "scene" becomes stirring. The ending is tragic, but appropriate. The author of *John Burnet of Burnes* has produced a very readable novel in his latest venture.

## The Day of Wrath. By MAURUS JOKAI.

Translated from the Hungarian by NISBET BAIN. London, Jarrold & Sons.

Among the gradually increasing number of the celebrated Hungarian novelists' works which have appeared in English dress *Somori Napok*, now published under the title of *The Day of Wrath*, will assuredly not take the last place. It is an early book of Jokai's, but, as the translator justly says, some of his most original characters are to be found in it, and it is generally melancholy in tone there is no lack of strength or of vigorous writing. The time of the tale is the middle of the Nineteenth Century, when the collapse of the Magyar revolution left Hungary in her deepest depths. Jokai himself was implicated in the revolution and he was therefore well qualified to sketch the lot of those who failed to maintain the liberty for which they fought so hard. We can recommend *The Day of Wrath* to our readers.

## The Imperial and Colonial Magazine, No. 2. London, Hurst &amp; Blackett. China and Japan, Kelly &amp; Walsh.

This second number of the now monthly edited by "Celt" and Mr. E. F. Benson well maintains the promise of the first. The best articles in the volume before us are the conclusion of Sir Charles Dilke's *The Century in our Colonies*, Mr. Arthur Symonds's *Gabriel d'Annunzio*, Sir Edward A. Sassoon's *Imperial Geographic Communication*, and Mr. William Foster's *The First Englishman in Japan*. The frontispiece of the magazine is the preface of Australia's *Magna Charta*, there is a photograph of the Imperial troops on parade at Malta, a poem of welcome to the C.I.V. by Canon Bawley, and a number of interesting articles, etc., in addition to those which we have already mentioned.

## A RUSSIAN CANAL.

The Volga is the largest river in Europe and the Caspian, into which it empties, is the largest inland body of water in the world, but neither has a natural connection with the ocean. Freight from the Caspian may go all the way either to the Arctic Ocean or to the Baltic by means of canals that connect the Volga with navigable rivers flowing either into the northern or the eastern seas; but in order to reach the ocean from the Caspian by either of these two canal routes it is necessary to cross the whole of Russia from its south-eastern corner and the routes are very long, roundabout and therefore expensive.

People who have followed the progress of the industrial development of Russia have long wondered why the Caspian has not long ago been connected with the Black Sea. This union might be effected by digging a canal between the lower Volga and the lower Don at the point where they very nearly approach one another. The country between them is almost perfectly flat except for the high hills that skirt the western bank of the Volga for some hundreds of miles. It is not hard to see that the hills, it is probable that the Volga-Don canal would have been in operation years ago.

It is now proposed to dig this canal. This distance is only sixty miles, the plans have been made, and the estimated cost is about \$5,000,000. The effect of this canal upon transportation in Russia and a part of Asia would be far-reaching. It will give Russia Central Asia and Northern Persia water communications from the Caspian to the ocean without involving a journey northward of from 700 to 1000 miles, and it will give the Volga, to which the most of Central and Siberian rivers are tributary, an outlet to the Black Sea.

The canal will be certain to cause an important diversion of Russian trade to the Black Sea. Three canals now connect the Volga with the Baltic, and many hundreds of freight boats make the journey every year between the river and St. Petersburg. The Volga carries about half the river freight of Russia, and much of this freight is drawn from the country tributary to the lower half of the river, which is much nearer the Black Sea than the Baltic. The Volga-Don canal will therefore tend to make the Black Sea more important than ever as the main outlet of the agricultural exports of Russia.

## CURIOUS THEORY REGARDING MALAYA.

Whilst Nansen and the Duke of Abruzzi and other influential explorers have been seeking to reach the Geographic North Pole, the more accessible and also more scientifically interesting and important Magnetic North Pole has been in danger of being overlooked. In a brochure of 48 pages entitled *The North Pole, the Great Ice Age, and the Deluge*, published by Sampson, Low & Co., the Rev. W. B. Galloway presents a solution of the mystery of the North Pole which is startling, though not altogether novel. Two hundred years ago Dr. Edmund Halley tried to convince the Royal Society that the earth consists of two revolving globes, one within the other, each having a different axis of rotation. This said Halley was the only possible explanation of the mystery of Terrestrial magnetism. The late Sir Edward Sabine, from the chair of the Royal Society, admitted that the objections which had been formerly made to Halley's theory were no longer tenable in the light of advancing science, and yet Halley's view had been forgotten. The attention which Sir E. Sabine desired to be given to Halley's hypothesis has been steadily given to it by Mr. Galloway, who has published several books on the subject. Mr. Galloway, like Halley, connects the change of axis of the outer globe with a convulsion of nature resulting in a universal deluge, the waters of the ocean being set in violent commotion and overflying the continents. The ocean currents, being strongest at the poles, would necessarily have carried with them ice fields from the polar regions which would be deposited on hills and

valleys, forming glaciers and "stone-ice" "stratifying" the rocks and leaving erratic boulders and marine deposits at high elevations far inland. Only by such a sudden catastrophe can the frozen mammoths, the cave deposits, and similar phenomena be accounted for. Evidence of various kinds is adduced to show that a change of axis has actually taken place. The difference of 181 degrees between the earth's equator (which is the only known exception to the law that the axis of rotation is in the plane of equator of their primaries) may indicate that a change has taken place in one of these bodies, and the corresponding difference of 181 degrees between the magnetic and geographic poles of the earth point to the change having taken place in this planet, and not in its satellite. Mr. Galloway's latest book deals chiefly with the modern geologist's hypothesis that the glacial epoch was caused by the rising and sinking of the land—whole continents having been elevated many thousands of feet. According to Mr. Galloway's theory, it is not the land, but the water which has found its level. If we imagine the North Pole returning to the present position of the Magnetic Pole, the effect on the waters of the ocean would apparently be to raise the level of North America, and to lower that of South America. Similarly on the opposite side of the Globe, the Malay Peninsula and Archipelago would appear to rise, and new land would emerge from the shallow sea; whilst the lofty Himalayas and Tibet—called the "Roof of the World"—might be reduced some thousands of feet from their present elevation above the sea. This hypothesis is supported by the evidence of geology, the sunken terraces on the Atlantic coast in North America point clearly to a change having taken place in the relative elevation of sea and land; whilst eminent writers also testify to corresponding changes in South America and Malaya. No less an authority than Sir Charles Lyell has said that "the continent of South America, from lat. 34 deg. S. to Patagonia, appears to have been upraised throughout its entire width, since the beginning of the Posttertiary period." In the Malay Archipelago there is yet stronger evidence of the comparatively recent submergence of lands which were once under the sea. The sea is so shallow that ships can anchor in any part of it, the depth rarely exceeding forty fathoms; indeed, according to the testimony of Lyell and Alfred Russel Wallace, a mere elevated level of a hundred fathoms would suffice to re-unite even the Philippine Islands with Southern Siam, the Malay Peninsula, Sumatra, Borneo, and Java. A theory so much in harmony with astronomy and physical geography seems worthy of serious attention.

## AN INTERNATIONAL LANGUAGE.

Bolak, or the Blue Language (as will be seen, the blue is of the Heavenly and not of the Billingsgate shade), is progressing. Since its principles and prospective achievements as an international language were set forth in the *London Daily Mail* a short time ago, no fewer than 1,800 persons, including 300 professors, have signed a testimonial in its favour. From this it is only fair to assume that 1,500 people already speak Bolak. The time may not be very far distant when "Bolak spoken here" written in Bolak, will begin to take the place of "L'oon parle Français" and the rest. But the latest and greatest Bolak development is one which carried to its logical conclusion will spread the practical use of the Blue Language from China to Peru. For M. Bolack has not only invented a language, but also a great commercial scheme. The said scheme is foreshadowed in his brochure, which bears the inscription, "Forward to fraternity, through the international idiom, through the language colour of the heavens, through the Blue Language." M. Bolack's idea is to send a free copy of his text-book of the language to 10,000 merchants in every part of the world. In each book will be printed the names of the whole 10,000 firms, w.e.o. M. Bolack points out, will thus secure an exceedingly valuable free advertisement. The inventor believes that at the end of a year the Blue Language, will by this means have secured a firm international footing, for of course the merchants will start communicating with each other in Bolak. Then, opines the inventor, the merchants, having received a year's free advertisement, will not refuse to pay a small sum, say a sovereign, or even half-a-guinea, for the privilege of inclusion in the second year's edition of the great directory, and their competitors will be forced to follow suit. "I am not a poet," said M. Bolack, as he concluded his exposition of the scheme to a *Daily Mail* representative, "nor am I a madman. In this matter I am a business man. Of course," he added frankly, "there is an element of risk in the scheme, but if it succeeds, there is."

## EXPORT CARGO.

Per steamer *Polarsjyene*, sailed on the 7th February, for New York.—5,501 pkgs. fire crackers, 124 pkgs. joss sticks, 126 pkgs. rattanware, 200 bales split bamboo, 50 bales canes, 15 bales cassia, 344 cases blackwoodware, 100 cases cassia buds, 30 cases Chinaware, 50 boxes dried lychees, 50 boxes staranised, 48 cases bamboo fans, 10 cases ginseng, 6 cases paper, 5 boxes bristles, 1,096 pkgs. merchandise.

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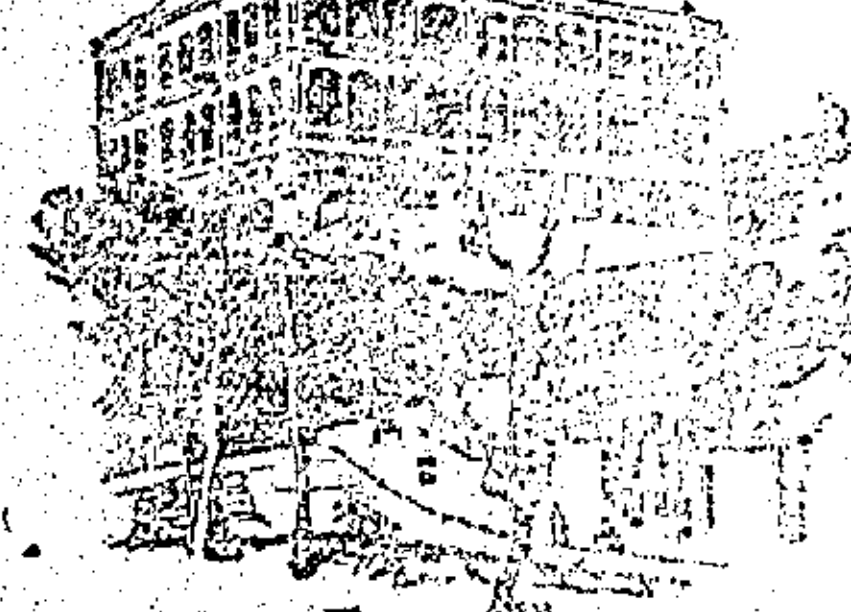
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Hongkong, 4th January, 1900.

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TION FROM MACHINERY.

The "viscose" of Cross and Bevan is attracting  
increased attention as its remarkable properties  
become better known. This is a mucilaginous  
substance, obtained by treating cellulose with  
soda, lye and carbon sulphide, and a peculiar  
advantage is the readiness with which it may  
be reconverted into cellulose after any desired  
shape has been given. Through this quality  
cellulose may be cheaply transformed into solid  
blocks, transparent tablets, or an extremely fine  
thread resembling silk. Paper of pure cellulose  
may be sized with paper alone, liquid viscose  
being added to bind the fibres together and  
then changed back into cellulose. Viscose  
paints, free from oil, are durable and useful.  
Viscose is also a very effective remover of  
paint, as when applied in strongly alkaline  
solution it softens coatings of oil paint and  
causes them to peel off easily.

The passive state of metals is shown by Ger-  
man experimenters to be more general than has  
been supposed. Iron takes this state in strong  
nitric acid, being then unaffected by the acid, al-  
though attacked by it when weaker, and other  
acids have similar effect. Chromium, it is found,  
behaves in much the same way toward certain  
substances, the active state being the normal one  
for both metals. Nickel and cobalt, also silver  
and copper, can take the passive state, and even  
lead in the storage battery. The usual explana-  
tion that a thin film of oxide is formed proves to  
be insufficient, the true cause seeming to be un-  
known.

The new substitute for gutta-percha patented  
by Solomon Heilmann is made by drying and pul-  
verising peat, and then mixing with an equal  
weight of resin oil and 2 per cent. of amyl acetate.  
The dough-like mixture is worked into blocks or  
strips, which vary to a semi-hardness resembling  
ordinary gutta-percha.

Hydrogen, prepared by electrolysis from wa-  
ter and used with special Weichsel burners, is  
found by Schminke to compare favourably with  
acetylene for lighting and to be as economical as  
the Bunsen light.

The influence of scientific workers and scien-  
tific societies has been reciprocal. Sir John  
Evans points out, and while distinguished mem-  
bers have given these societies their importance,  
these members have owed their opportunities  
for work and acquiring reputation to the same  
societies. Such societies, now almost innumera-  
ble, are mostly of the nineteenth century. As  
early, however, as 1616 a philosophical club held  
weekly meetings in London, its members becom-  
ing subsequently the first fellows of the Royal  
Society, which was instituted in 1660, and  
chartered by Charles II in 1662. Even before  
this, an association of antiquaries, had existed,  
holding weekly meetings from 1572 to 1604.  
This society was revived in 1713, and incorpo-  
rated by George II, becoming one of the  
pioneers among present learned societies. Nearly  
all learned societies, in fact, have sprung  
from these two and the Society for the En-  
couragement of Arts, Manufacture and Com-  
merce, which was founded in 1754, but was not  
incorporated until 1847.

Certain industries are harmful on account of  
the dust the workers are compelled to inhale, serious  
irritation being caused even when there is no ab-  
solutely poisonous material, like lead or arsenic.  
From a recent inquiry by the British Parliament,  
it appears that the "flocking" of paper is one  
of the dust-dangerous trades, the flock that is  
shaken over the paper after sizing being a kind  
of felt dust that is very irritating to the  
nostrils and lungs; and the bronzing of paper  
or leather brings disease in a similar way. The  
dusting on of "flake white" is especially in-  
jurious when as is sometimes the case—the  
material is largely white lead. The dust from  
basic slag, a steel-making waste that is ground  
for manure, causes great mechanical irritation,  
giving rise to huskiness, asthma, and even  
pneumonia. A labourer's death from pneumonia  
has been traced to dust inhaled while unloading  
bags of the ground slag. Silicate cotton is a  
material made by forcing together a stream of  
molten slag and a jet of steam, and its fine wool-  
like particles are no irritating to skin and nose  
that some persons have been compelled to give  
up the work of packing it.

A German electrician calculates that the  
earth is charged with about 300,000 coulombs  
of negative electricity, and the atmosphere with  
a like amount of positive electricity, nearly all  
of it being in the lower 5 miles. Points on the  
earth and beyond its atmosphere differ in  
potential 164,000 volts.

The phenomena of smell have not been easy  
to explain. It is commonly supposed that odour  
arises from contact of the material with the  
nerves, the substance being more or less volatile,  
but this theory is unsatisfactory. Vassiloff and  
Van Melle, two French investigators, now

Bracing!  
Refreshing!  
Invigorating!  
ADD A LITTLE  
**Cond's Fluid**  
TO YOUR BATH.  
THE STRENGTHENING EFFECT IS MARVELOUS.  
COND'S FLUID IS THE ONLY BATHING  
LUBRICANT THAT IS PERFECT.  
Insist on Buying "COND'S FLUID."

insist that odour is due indirectly to other vibra-  
tions of short wave-length, analogous to but not  
similar to the rays of light, radiant heat, etc.  
In favour of this view much evidence is cited,  
such as that non-volatile odorous substances  
do not appear to lose weight or volume, that  
certain odours are neutralised—like heat and  
cold—by mixing; that odour may take place  
for a single odour while the sense continues to  
perceive when the nostrils are filled with an  
odoriferous solution.

The carefully nourished belief that toads can  
live without air in cavities in rocks, and for a  
great period of time, has been tested in Eng-  
land by Rev. W. Buckland. He cut 12 large  
cups in block of solid limestone and 12  
smaller ones in compact sandstone, then  
sealed a toad into each cell, and buried  
the stones under three feet of earth. The  
porous limestone was not impervious to water  
and probably admitted air as well. At the  
end of 13 months the toads in the sand-  
stone were found to be dead and badly decom-  
posed, but most of the larger ones in the lime-  
stone were alive, although much reduced in  
weight. It was concluded that the toads can-  
not live a year totally excluded from air, and  
that they cannot live two years without food.

In the improved dry battery of Ernest Me-  
yer, of Paris, past fibre or moss is used for  
containing the electrolyte liquid in contact with  
the electrodes. Special value is claimed for  
this material, which has great absorbing power,  
and also has the advantage over cellulose of  
being absolutely neutral in presence of the  
battery acids.

Spring under motors and dynamos in impor-  
tant cases have been found by Corporal Coles the  
only effective means of overcoming vibration.  
Felt, rubber buffers and washers, cork, felt  
interwoven with lead, and a soft bed of saw-  
dust or coffee-fur, were tried, but were not  
quite satisfactory.

## TO LET.

## TO LET.

A HOUSE in RIVER TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO. LD.  
Hongkong, 2nd February, 1901.

FURNISHED HOUSE in Kowloon  
for seven months, from the end of March,  
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Apply to—  
MORE & SEIMUND.  
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66 WESTLEY, with TENNIS COURT  
and GARDEN—Possession on 1st  
May.

RICHMOND TERRACE—Nos. 2 & 5.  
Possession on 1st April; No. 6, Immediate  
Possession.

Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 8th February, 1901.

TO LET—FURNISHED.  
"BUDLEIGH," MACDONNELL ROAD.  
Apply to—  
M. S. NORTHCOTE.  
Hongkong, 6th February, 1901.

TO LET.  
With Immediate Possession.

NO. 1, SELBORNE VILLAS, KENNEDY  
ROAD.  
Apply to—  
WO KEE & CO.,  
No. 18, Des Vaux Road.  
Hongkong, 2nd February, 1901.

TO LET.  
WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an  
OFFICE, on N.E. corner of THIRD  
FLOOR, PRINCE'S BUILDINGS.

Apply to—  
S. J. DAVID & CO.  
Hongkong, 16th July, 1900.

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(Possession on 1st April, 1901).

NO. 13, GAGE STREET, 8 ROOMS and  
a GODOWN.

Apply to—  
E. A. DE CARVALHO,  
C. F. DE CARVALHO.  
Hongkong, 12th February, 1901.

TO LET.  
FURNISHED, that Spacious Residence at  
the PEAK known as "TWO BYBIE."  
The healthiest place in the Colony, with the  
finest views and most bracing air.

For Particulars, apply to—  
R. C. WILCOX,  
8, Beaconsfield Arcade.  
Hongkong, 1st February, 1901.

OFFICES TO LET.

2ND FLOORS of Nos. 62A and 64,  
and GROUND FLOOR No. 68,  
QUEEN'S ROAD CENTRAL.

Apply to—  
ON CHAI & CO.,  
2nd Floor No. 52, Gage Street.  
Hongkong, 16th January, 1901.

BOARD AND RESIDENCE.

MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900.

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to MRS. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1902.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,  
"VERITAS,"  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 28th August, 1900.

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FOR

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FOR

1901.

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Soochow	Poochow
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Yokohama	Nagasaki
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Chungju	Pusan
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Singapore	Singapore
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Java	Java
Batavia	Batavia
Soerabaya	Soerabaya
Medan	Medan
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## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON	SHANGHAI	Brit. str.	—	A. F. Street.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	ALCANTARA	Brit. str.	—	Pulford	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	IXION	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 5th Mar.
LIVERPOOL	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th Mar.
BREMEN, via Ports of Call	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
MARSEILLES, LONDON, ANTWERP, &c.	SADU MARU	Jap. str.	—	E. Oesselmann	MELCHERS & CO.	On 20th inst. at Noon.
MARSEILLES, via Ports of Call	ANAN	Brit. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 22nd inst. at Daylight.
HAVRE, BREMEN & HAMBURG	PREBURG	Ger. str.	—	Ode	MELCHERS & CO.	On 25th inst. at 1 P.M.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Berg	CARLOWITZ & CO.	Quick despatch.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Proesch	CARLOWITZ & CO.	On 5th Mar.
HAVRE & HAMBURG	HAMBURG	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On or about 15th Mar.
HAVRE & HAMBURG	SABINA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 25th Mar.
TRIESTE, &c., via Ports of Call	MARIA TERESA	Aus. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 5th Apr.
NEW YORK via Ports & Suez Canal	FOLMINA	Brit. str.	—	Rasovitch	SANDER, WIELER & CO.	To-day, P.M.
NEW YORK via Suez Canal	EMPEROR OF JAPAN	Brit. str.	—	Peterson	DODWELL & CO. LIMITED	Quick despatch.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	TACOMA	Brit. str.	—	H. Pybus, R.N.E.	CANADIAN PACIFIC R. Co.	On or about 9th Mar.
PORTLAND, OREGON, &c., via JAPAN, &c.	ETA	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	On 13th Mar.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	Peterson	ARMOUR, KAMBERG & CO.	On or about 10th Mar.
SAN FRANCISCO via AMOY, &c.	GAELIC	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	To-day, at Noon.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 23rd inst. at Noon.
SAN DIEGO, &c., via MOI, &c.	STRATHGYLE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Mar. at Noon.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 20th Mar.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	C. W. Haswell	NIPPON YUSEN KAISHA	On 18th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 22nd inst. at 4 P.M.
YOKOHAMA & KOBE	CHINA	Aus. str.	—	R. Mayer	SANDER, WIELER & CO.	On 27th inst. at Daylight.
NAGASAKI, SASEBO, KOBE & YOKOHAMA	TAMBA MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 22nd inst. P.M.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	—	N. Tait	NIPPON YUSEN KAISHA	On 16th inst. at Daylight.
PORT ARTHUR & WEI-HAI-WEI	HELIOS	Ger. str.	—	H. Eitrem	SIEMSEN & CO.	On 22nd inst. at Noon.
SHANGHAI, N'AKI, KOBE & YOKOHAMA	TONKIN	Brit. str.	—	Vaquier	MESSAGERIES MARITIMES	To-day, at 4 P.M.
SHANGHAI	KWILIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	LONGMOON	Brit. str.	—	Knoop	BUTTERFIELD & SWIRE	On 22nd inst.
SHANGHAI	BENGAL	Brit. str.	—	S. Barcham	EAST ASIATIC TRADING CO. LD.	On or about 17th inst.
SHANGHAI & JAPAN	BOMBAY	Brit. str.	—	G. M. Montford, R.N.E.	P. & O. S. N. Co.	On or about 25th inst.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	S. Atsumi	MIYOTSU BUSSEN KAISHA	On 20th inst. at Daylight.
MANILA	ESMERALDA	Brit. str.	—	G. T. Blackland	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
MANILA	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst.
MANILA	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
MANILA	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 22nd inst. at 4 P.M.
SINGAPORE, PENANG & BOMBAY	BORMIDA	Ital. str.	—	Sartorio	CARLOWITZ & CO.	On 16th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	ARRATOON APCAR	Brit. str.	—	E. Fey	DAVID SASSOON, SONS & CO.	To-morrow, at 3 P.M.

## SHIPPING.

## ARRIVALS.

Feb. 11 HONG WAN 1, British str., 1,100, Fypp, Penang 2nd Feb. and Singapore 5th, General—CHINESE.

Feb. 13 MAUSANG, British str., 1,643, R. Cox, Sandakan 6th Feb., Timber—JARDINE, MATHESON & CO.

Feb. 13 BORMIDA, Italian str., 1,499, G. Sartorio, Singapore 1st February, General—CARLOWITZ & CO.

Feb. 13 AGUAC, German gunboat, 900, Kinderling, Shanghai 19th February.

Feb. 13 SULTAN VAN LANGKAT, Dutch str., 1,300, Blomberg, Singapore 21st Jan., Oil—MEYER & CO.

Feb. 13 TONKIN, French str., 2,327, Vaquier, Marseilles 13th Jan. and Saigon 10th Feb., Mails and General—MESSAGERIES MARITIMES.

Feb. 13 TYR, Norwegian str., 1,418, Grain, Shanghai 10th Feb., General—SIEMSEN & CO.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 13TH FEBRUARY.

Bentue, British str., for Saigon.

Richmond Castle, British str., for Takow.

Shanghai, British str., for Saigon.

Thales, British str., for Swatow.

Changsha, Japanese str., for Swatow.

Hatlong, British str., for Haiphong.

Yuenang, British str., for Manila.

Anping, British str., for Shanghai.

Chongay, British str., for Canton.

## DEPARTURES.

Feb. 13 EMPRESS OF INDIA, British str., for Vancouver.

Feb. 13 KWELIANG, British str., for Nagasaki.

Feb. 13 WINGANG, British str., for Swatow.

Feb. 13 ANPING, British str., for Shanghai.

Feb. 13 HAILONG, British str., for Haiphong.

Feb. 13 YUENSANG, British str., for Manila.

Feb. 13 CHONGAY, British str., for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCK.—S.M.S. Hansa, Garonne, U.S.S. Iola, de Luzon, Lathair, Marquise, U.S.S. Bennington, U.S.S. Brooklyn, Fusan, Hye, Anulanche, Diamante, H.M.S. Terrible, Hansa.

COSMOPOLITAN DOCK.—Loyol, Hankow.

## SHIPPING REPORTS.

The Italian steamer *Bormida*, from Singapore 1st Feb., had strong N.E. monsoon in the lat. 6°N. and long. 110°E.

The British steamer *Mausang*, from Sandakan 6th Feb., had moderate N. to N.E. wind and sea until Manila; from thence to port fresh N.E. gale and heavy sea.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA."

Captain R. Mayer, will leave for the above places on FRIDAY, the 22nd inst., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th January, 1901. [6]

## FOR SHANGHAI.

THE Steamship

"LONGMOON"

Captain Knoop, will be despatched for the above port on FRIDAY, the 22nd inst.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to EAST ASIATIC TRADING CO., LD., Agents.

Hongkong, 13th February, 1901. [20]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rex M. Bloom & Co., Hamburg.)

FOR NEW YORK via SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Captain Peterson, will be despatched for the above port on FRIDAY, the 22nd inst.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 22nd January, 1901. [299]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TONKIN."

Captain Vaquier, will be despatched for the above ports TO-DAY, the 14th inst., at 11 A.M.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 14th February, 1901. [2]

FOR PORT ARTHUR AND WEI-HEI-WEI.

THE Norwegian Steamship

"HELIOS."

Captain H. Eitrem, will be despatched for the above ports TO-DAY, the 14th inst., at 4 P.M.

For Freight, apply to SIEMSEN & CO., Agents.

Hongkong, 13th February, 1901. [503]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MARIA TERESA."

Captain Rasovitch, will be despatched for the above ports TO-DAY, the 14th inst., P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 2nd February, 1901. [6]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the above ports TO-MORROW, the 15th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 11th February, 1901. [481]

NAVIGAZIONE GENERALE ITALIANA (FIOBIO AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, Aegean, and South American Ports up to CALLED.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA."

Captain Sartorio, will be despatched for the above ports on SATURDAY, the 16th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 14th February, 1901. [6]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 20th February, at DAYLIGHT.

For Freight or Passage, apply to THE MIYOTSU BUSSEN KAISHA, Agents.

Hongkong, 6th February, 1901. [18]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
PREBURG	HAVRE, BREMEN & HAMBURG	On 5th March. Freight.
MARBURG	(London with transshipment in Hamburg)	March. Freight.
MARBURG	HAVRE & HAMBURG	About 15th March. Freight.
SIBIRIA	(London with transshipment in Hamburg)	March. Freight.
SIBIRIA	HAVRE & HAMBURG	About 25th March. Freight and Passage.
BAMBERG	(London with transshipment in Hamburg)	March. Freight.
BAMBERG	HAVRE & HAMBURG	About 5th April. Freight.
SABINA	(London with transshipment in Hamburg)	April. Freight and Passage.
SABINA	HAVRE & HAMBURG	About 15th April. Freight and Passage.

\* These steamers have superior accommodation for passengers and carry a doctor and a stewardess.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 12th February, 1901. [8]

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.

## INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

## FOR VICTORIA, B.C., AND TACOMA.

## IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	March 1
VICTORIA	3,502	J. Pantou	March 8
DUKE OF FIFE	3,821	J. S. Cox	March 15
GLENGLYLE	3,750	W. Frakes	March 22

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park is to be seen.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 5th February, 1901. [11]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON.

REMARKS.

LONDON, &c. COROMANDEL ... Noon, 16th Feb. See Special Advertisement.

SHANGHAI ... About 17th Feb. Freight or Passage.

LONDON ... About 21st Feb. Freight or Passage.

SHANGHAI AND JA. ... About 28th Feb. Freight or Passage.

PAN ... About 28th Feb. Freight or Passage.

PASSENGER SEASON, 1901.

a.s. PLASSY ... 7,240 tons March 30th MARSILLES AND LONDON DIRECT

s.s. SOBBAON ... 7,282 tons April 27th Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 13th February, 1901. [1]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

TAMBA MARU ... NAGASAKI, SASEBO, KOBE and SATURDAY, 16th Feb. at J. W. Wale ... YOKOHAMA ... DAYLIGHT.

SADO MARU ... MARSEILLES, LONDON, and FRIDAY, 22nd Feb. at W. Thompson ... ANTWERP, via SINGAPORE ... PENANG, COLOMBO & PORT ... DAYLIGHT.

ROSETTA MARU ... NAGASAKI, KOBE and YOKO- FRIDAY, 22nd Feb. at N. Tait ... HAMA ... NOON.

KASUGA MARU ... SYDNEY and MELBOURNE, via FRIDAY, 22nd Feb. at C. W. Haswell ... MANILA, THURSDAY ISLAND, ... TOWNSVILLE and BRISBANE ... 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 13th February, 1901. [13]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY
KLAUTSCHOU (Norddeutscher Lloyd)	20th February.
BAYERN	WEDNESDAY
STUTTGART	6th March.
KONIG ALBERT	20th March.
PRINZESS IRENE	WEDNESDAY
PRINZ HEINRICH	3rd April.
PREUSSEN	WEDNESDAY
HAMBURG (Hamburg-Amerika Linie)	17th April.
SACHSEN	WEDNESDAY
KLAUTSCHOU (Hamburg-Amerika Linie)	1st May.
Calcutta & Amoy	15th May.
	WEDNESDAY
	24th May.
	THURSDAY
	13th June.
	THURSDAY
	27th June.
	THURSDAY
	11th July.



## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL
LONDON	"ALCINOUS"	Fulford	On 23rd Feb.
LONDON	"IXION"	Robinson	On 5th Mar.
LONDON	"DEUCALION"		On 18th Mar.
LIVERPOOL	"GLAUCUS"		On 16th Feb.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS O. S. S. Co.

Hongkong, 13th February, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	KWELIN	On 15th Feb.
MANILA	CHANGSHA	On 18th Feb.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	On 18th Feb.
MANILA	SUNGKIANG	On 22nd Feb.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

Hongkong, 13th February, 1901.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) THURSDAY, Feb. 14, 1901, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) TUESDAY, Mar. 12, 1901, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, Apr. 6, 1901, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 14th February, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd January, 1901.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND COPENHAGEN VIA BALTIMORE PORTS.

THE Company's Steamship

"ANNAM"

Captain Berg, will be despatched as above about the end of March, A.C.

This Steamer is fitted throughout with electric light, carries a doctor, and having superior First Class Cabin accommodation amidships on the bridge deck, offers an excellent opportunity for passengers proceeding to Marseilles.

For freight or Passage, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 9th February, 1901.

## VESSELS ON THE BERTH.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Mar. 2, 1901, at DAYLIGHT.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Mar. 28, 1901, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, April 23, 1901, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 2nd March, 1901, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th February, 1901.

## OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"EVA," 2,088 tons, Capt. Peterson, will be despatched on or about the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to

ARNHOLD, KARBURG &amp; CO., Agents.

Hongkong, 5th February, 1901.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE," On or about 20th March

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO and SAN DIEGO via MOJI, KOBE and YOKOHAMA on or about 20th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 30th January, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

## PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 25th February, 1901, at 1 P.M., the Company's Steamship "EBIDAN," Captain Ode, with Mail, Passengers, Specie and Cargo, will leave this port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. Sydney for MARSEILLES via BOMBAY.

The above steamer connects at COLOMBO with the s.s. Armand Behic, which vessel takes on her Passengers and Mails, leaving that Port on the 9th March direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places in Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 24th February. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th February, 1901.

## NOTICES TO CONSIGNEES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 14th inst., at 10 A.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

JARDINE, MATHERSON &amp; CO., Agents.

Hongkong, 7th February, 1901.

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 15th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

Butterfield & Swire, Agents.

Hongkong, 8th February, 1901.

## NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE."

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, where and/or from Consignees' delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO. LIMITED, Agents.

Hongkong, 9th February, 1901.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 13th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS &amp; CO., Agents.

Hongkong, 11th February, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the QUEEN'S will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

APOLLO Onzic, American ship, Amesbury—Standard Oil Co.

## THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 26th January, 1901.

## A EUROPEAN is willing to give her SERVICES in return for PASSAGE to ENGLAND in the Spring.

Address—

E., Care of Daily Press Office.

Hongkong, 13th February, 1901.

## WANTED.

EUROPEAN STOREKEEPER and CLERK. Must have good references.

Apply stating age to—

Z., Care of Daily Press Office.

Hongkong, 13th February, 1901.

## BACHELOR Requires next month FURNISHED SITTING, BED and BATH ROOMS with Board, or would tiffin out.

Address—

BACHELOR, Care of Daily Press Office.

Hongkong, 12th February, 1901.

## THE TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

WANTED—An ASSISTANT MANAGER. Salary \$750 per month, with free Unfurnished House.

Applications and Copies of Testimonials to be sent to the undersigned.

Appointment to be taken up as soon as possible.

THOS. SCOTT, Chairman.

WANTED—A CIVIL ENGINEER one who has had experience in building Wharves and Docks preferred.

Applications and Testimonials to be sent to—

THOS. SCOTT, Chairman.

WANTED.

By a GERMAN LADY, a SITUATION as HOUSEKEEPER or NURSERY-GOVERNESS.

Reply to—

F. B., Care of Daily Press Office.

Hongkong, 2nd February, 1901.

## WANTED.

By a YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Revising of Accounts, Typewriting or General Office work. Hours—5.30 to 8 o'clock.

Apply to—

M. A. C., Care of Office of this Paper.

Hongkong, 6th February, 1901.

## SINGAPORE MUNICIPALITY.

THE MUNICIPAL COMMISSIONERS of SINGAPORE require the Services of a CLERK of WORKS on the projected extension of the Water Works into Kalang Valley.

The Salary of the Post will be from \$175 to \$250 a month, with Unfurnished Quarters. Applicants must be competent Surveyors and levelers, and preference will be given to those who have had experience in Tunnel Work.

Applications, which will be received up till 25th February, should state age, qualifications and previous experience; be accompanied by copies of not more than four testimonials, and addressed to the undersigned, from whom or from Mr. S. TOMLINSON, Memb. Inst. C.E., Municipal Engineer, Singapore, further particulars may be obtained.

By Order.

J. POLGLASE, Municipal Secretary.

Municipal Office, Esplanade, Singapore, 22nd January, 1901.

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I.A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 625 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 83 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

[1619] Hongkong, 27th July, 1897.

## PERSEVERANCE LODGE OF HONGKONG, NO. 1165.

A REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 16th inst., at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 12th February, 1901.

## DAVID CORSAIR &amp; SON'S MERCHANT NAVY BOILER LONG PLATE RELIANCE CROWN TAPPAULING ARNHOLD, KARBURG &amp; CO., Sole Agents.

3190

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN &amp; CO.

Hongkong, 3rd October, 1900.

## AMERICAN SYSTEM OF DENTISTRY

AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF PADE &amp; NOBLE).

Hongkong, 15th September, 1899.

## HONGKONG JOCKEY CLUB.

NOTICE.

THE undermentioned RACES for HORSES and PONIES not entered for any of the Official events will form part of the Programme for the 01st day, to be run on a date to be fixed by the Stewards after the forthcoming Race Meeting.

For each event there must be at least 5 Entrants in bona fide separate interests or the race becomes void.

Entries will CLOSE to the Clerk of the Course on SATURDAY,



